

(ESTABLISHED 1881.)

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Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Binzer	About WEDNESDAY, 4th November.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZESS ALICE" Capt. G. Rott	WEDNESDAY, Noon, 4th November.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYD. NEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 5th November.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd October, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	ARMAND BEHIC	Guionnet	9th Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	POLYNESIE	Byoc	10th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	DUMBEA	Boyer	23rd Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, VIA PORTS	TOURANE	Lancelotti	24th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10, 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 27th October, 1908.

CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.) VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND and EUROPE via VANCOUVER.

PASSENGERS TO OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER—13 DAYS.

LONDON and PARIS—26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

CORSE 26th Nov. AMIRAL MAGON 17th Jan., 1909.

New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 21st October, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI."

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong 26th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.6 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sontz, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJILIWONG	JAPAN	First half Nov.	JAVA	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No 375.

YORK BUILDINGS, 1st floor,
Hongkong, 14th October, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamonee.

For further particulars, please apply to the COMPANY'S OFFICE at Shamonee, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

Hotel.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,

MANAGER.

Hongkong, 15th July, 1908.

THE NATIVE PRESS IN CHINA.

Last year the excesses of the native Press led the Chinese Government to take action. A distinguished (and high commissioner) was sent to England to study journalism, and a former Minister to Russia was called upon to advise. The newspapers formulated a series of demands, and were supported by Prince Tau, who is in favour of liberty of the press. The papers asked for no preferential treatment to official organs; lower postal and telegraphic rates; freedom to report official proceedings; and the right to trial before suppression.

The new regulations, which were put into force last May, ignored these demands and established a rigid official control. The regulations concern only the journals under native proprietors, but any foreign-owned paper that offends against them can be excluded from the mails.

The publishers, printers and editors of papers must now be over 20 years of age, sound of brain, and persons who have never been imprisoned. They must deposit security to the amount of £15 for each paper, unless it is educational, artistic or statistical. A copy of each issue must be sent to the local magistrate and to the Board of Civil Affairs in Peking.

One regulation provides for the correction of errors. "Corrections or protests against mis-statements must be published in the next issue. In case the number of words used in the letter of correction is more than twice the number of words used in the original statement a fee of half the ordinary advertisement rates may be charged."

The provisions against the publication of secret state intelligence are drastic. Those who print matter against the throne, disturbing the peace of the public, or tending to the degradation of the customs, are liable to imprisonment for not less than six months or more than two years. Temporary suspension is to be the fate of the papers that publish secret diplomatic intelligence.

These regulations are not intended to be a dead letter. One well-known newspaper owner, Tong-kai-Sing (known to Europeans as Mr. K. S. Thompson), was recently sentenced to a long term of imprisonment for quoting an article from a revolutionary organ. It is said that another was flogged to death last year.

The Chinese Government has for some time contemplated starting organs of its own, or obtaining such control over some foreign papers as will insure its side being fully heard in case of international disputes. Here it is to be hoped that it will pause before committing itself. The officially subsidized paper is soon found out and is useless when discovered. The best way to obtain full publicity for the official side of the case is not by crude bribery, but by giving full facilities to a responsible press.

Chinese journalism is only at its beginning but this beginning is the most wonderful the world has ever seen. The press shares with the telegraph and the railway place among the three great forces that are transforming Cathay. —London Daily Mail.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on SATURDAY and MONDAY, the 31st October and 2nd November, 1908, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF OLD JAPANESE CURIOS,

Comprising:—CARVED IVORY FIGURES and NET-SUKES, OLD SATSUMA WARE, SILK-EMBROIDERED BED COVERS, WALL HANGINGS and SCREENS, GOLD and SILVER CLOISONNE WARE, OLD BRONZES, BRASS VASES and FLOWER POTS, MAKUDZU TEA SETS, VASES, WALL PLATES, CUT-VELVET PICTURES and KAKE MONOS, &c., &c. Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 18th October, 1908.

Intimations.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co

Agents.

Hongkong, 11th July, 1907.

PABST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 15th July, 1907.

Consignees.

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Merde* and *Mutigan*, from Havre ex s.s. *Merde*, and from Bordeaux ex s.s. *Pile d'Anas*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining undelivered after MONDAY, the 3rd November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd November, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd November, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 26th October, 1908.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "TUDOR PRINCE,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd November, at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD KARBURG & Co.,

Agents.

Hongkong, 27th October, 1908.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-DLESBOROUGH, LONDON AND SINGAPORE.

THE Steamship

"DENSHIGHSHIRE."

Captain Davies, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 3rd November, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd November will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 18th October, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., SATURDAY, the 31st inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 28th October, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SOMALI,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 18th October, 1908.

Intimations.

Powell's
ALEXANDRA
BUILDINGS.CHILDREN'S
OUT-FITTERS.

Everything
for
Children's
Wear.

Dainty
Frocks
and
Millinery.



Serviceable
Tunics,
Jersey
and
Sailor Suits.

Up-to-date
GOODS
at
Moderate Prices.

POWELL'S
ALEXANDRA
BUILDINGS.

Hongkong, 20th October, 1908.

BABOO REDIVIVUS.

ENGLISH AS SHE IS WROTE: A TIGER
STORY.

Copy of a Report, dated 2nd July, 1908, from
Eschabally Jaffer, Khap, Sub-Inspector of Ex-
cise, Munda Range, in the 24-Pargannas.

A NARROW ESCAPE FROM TIGER.

It is only when I have experienced it would
not be safe to go in search of cases during
night or even day-time by irregular ways in
the jungle tracts without a firearm. I request
you to kindly permit me to carry one if we are
not exempted from Arms Act.

I wish to carry a "Snider" not only avail-
able free of charge, being my own property,
made over to an exempted party for safe
custody after the death of my father but is sure
to make a fatal wound in event of danger. As
for other make to be purchased anew, I am
unable to cope with in the present income.

The following incident that has recently
occurred will give you a fair idea to judge as
to what stage the necessity of firearm stands.

On the 18th instant at Chiploon as it struck
me at about 4 p.m. that smuggling of liquor
will take place into our district under the
"Distillery System" towards Katij in my
Range from the adjoining outfall area of
Poona. Havell, day after to-morrow it being
the market day, as broached by one of my
informers sometime back, it became incumbent
on me to leave for Katij the very time to
gather some more information enabling the
attempt not to meet with failure. At about 5
p.m. we reached Pansighat, but I, without
waiting the return of my peon Sitaram decided
to cover as much distance as possible as thick
clouds were sailing in the horizon, but without
previous knowledge of the Singbur Jungle being
the most tremendous in the district.

I had not gone a mile and a half distant
from Fife Lake that I was led to a great excite-
ment on the sudden glance of a tiger keeping
close behind a bush at a distance of about 12
yards with his body well flattened to the ground
and balanced and waving its tail either sides,
say, quite ready to make a jump over me as I
reach the point of its aim. There was nothing
left to my falling a prey to it that I caught
sight of it just at 11 o'clock and venturing to
my luck instantly alighted from my horse and
stood in front of it with my eyes fixed at. At
this sudden spectacle my blood had no doubt
run cold first and I also found my strength
gone to some extent, but it being not my first
time to face a tiger but not really at such close
a circuit and travel through such Jungle, I re-
stored it with much courage and commenced
thinking over a plan to get rid of the difficulty
but the brain had become too dull to work that
time.

The animal then fading me so attentive as to
ward off its attempt, if any, changed the firm
gaze into winking yet hauged down its neck
but was not inattentive at all.

My horse was innocent of the occurrence
for about one minute but no sooner I saw the
tiger it ran the other side of the road with great
excitement but its bridle was soon entangled
by a branch of a tree, standing about 20 yards
from me just enabled its escape impossible.

At this the animal changed its position
buried under some hesitation, I think, as it
was sometimes looking towards me and
sometimes towards the horse; and I was not
also lazy to beat a slow last steady retreat
with my eyes towards it that in the mean-
time I agreed to a childish game with sense
that ultimately proved a cause of relief. It
was nothing but an unexpected letter from
the Sub-Inspector of Excise for which I
must not fail to thank him as well received
about half an hour before my departure from
Singbur, prohibiting me from waiting his com-
ing to Katij to solve a question of border, that
I blew the cover to its utmost capacity holding
in our hand and struck it against the palm of
other followed with shouts. This made a satis-
factory loud report at which the animal was so
panic stricken as if it was shot at, and thus
giving away its death-blow attempt cleared off
with thunder-like roar. It was a chance that I
was to be saved by the said process which I
must not elate.

At the animal got out of my sight I mounted
my horse with much coaxing and galloped
away onwards but with re-doubled par (merely
for want of firearm) expecting the re-appear-
ance of the animal every moment as it often
happens.

This did not however end the grief but on
the contrary struck a deeper root. After a few
miles drive I reached to such a point which I
desire to call puzzling where six roads had met,
and I having no time to decide as to which
should be taken as a leading one being also
new to that place went on covering hastily one
after another to some distance from so-called
a point to get rid of Jungle even after the sus-
pect so far as the darkness of the night could
permit but all my contrivances doomed with
failure.

By the time I was engaged in making the
puzzle easy my peon etc., passed away from
the point and I was again left alone in the
Jungle to the guest of jungle beasts. I had
then no alternative but to tie my horse to a
tree and pass the whole night on its top with-
out food, water and a wink of sleep.

The silvery beauties that were pleasant to the
eyes during the day-time became more and
more dangerous as the night fell dark and length-
ened their clutches over me with repeated
showers of rain, assorted hideous noise of
animals in the vicinity etc. etc. as their parts
near that occupied my mind the whole night
and proved a cause of great uneasiness. A
single hour of the night-story is in brief. There
were some more attempts during the night but
I do not purposely trace them as their rehearsal
at will occupy at least three sheets more and a
lot of your valuable time will be sacrificed in
going through.

At next dawn some people who had gone to
hunt a hedge-hog by the help of dogs happened
to that way with a killed animal and I took
one of them as a guide to Singbur and thence
I reached Katij. At Pansighat I heard

that it was very jungle where a tiger was
infesting some days.

In conclusion I may add that after a hard
and weary course I was as regular to my work
as before yet succeeded in my attempt. In
detecting four smuggling cases; being the
roots of this danger, by your acceptance the
following day after a long walk of 22 miles
which deserves nothing but a permission to
carry a firearm for self-defence.

Intimations.

MINISTERING CHILDREN'S LEAGUE.

A BAZAAR AND FANCY FETE promoted
by the above will be held (by kind per-
mission of the Commandant and Officers of the
Volunteer Corps) on the
VOLUNTEER PARADE GROUND on SATUR-
DAY, October 31st, from 2.30 to 5 P.M.
Great attractions for young and old.

PROGRAMME OF ENTERTAINMENTS.

- I. 3.00-3.30 P.M.: Cinematograph Entertain-
ment.
 - II. 3.40-3.55 P.M.: New and Amusing
Burlesque entitled "TIN TAN TALES"
by Misses Iris and Dionne May.
 - III. 4.00-4.30 P.M.: Cinematograph Entertain-
ment.
 - IV. 5.00-5.30 P.M.: Variety Entertainment.
- PROGRAMME.
1. Recitation:—"The Charge of the Light
Brigade" by Mr. W. J. Leckie,
R.E.
 2. Recitation:—"The Goblin-haunted Girl"
by the little lady from Boston.
 3. Song:—"Selected" by Mr. W. G.
Worcester.
 4. Coon Dance:—By Miss Vera David.
 5. Song:—"The Motor Car" by Mr. J.
Cochrane.
 - V. 5.30-6.00 P.M.: Auction Sale of Work.
 - VI. 6.00-6.30 P.M.: Variety Entertainment.
- PROGRAMME.
1. Song:—"The Little Irish Girl" by Rev.
M. Longridge, R.N.
 2. Dance:—"The Highland Fling" by
Miss E. Rowe.
 3. Recitation:—"The Ship that never
arrived" by Lieut. R. M. Crossie,
R.A.
 4. Whistling Solo:—"Araby" by Lieut. A.
Chapman, R.A.
 5. Songs:—"I. A Silly Song" by Mr. J.
Cochrane. "II. Another"
GOD SAVE THE KING.

Chinese Marionettes at various hours.
Proceeds to be divided amongst various
local charities for children.

If wet the Bazaar will be held in the Volun-
teer Head Quarters.
NO CHITS TAKEN.
Hongkong, 27th October, 1908. [935]

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S HALL on MONDAY,
the 30th November, 1908, and THREE
PRACTICE DANCES on WEDNESDAY,
11th, 18th and 25th November, from 5 to
7 P.M.

Intimations.

A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS & DRUGGISTS,
&C., &C., &C.BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.WATSON'S BALM OF ANISEED,
\$0.60 and \$1.00.A reliable remedy for all severe, acute,
chronic, and lingering coughs and colds.
Relieves hoarseness, sore throat, tickling
in the throat, and difficulty in breathing.WATSON'S GOLD CURE TABLETS,
\$0.60.Speedily relieves influenza, cold in the
head, sneezing, &c.WATSON'S COUGH LOZENGES,
\$0.75.For alleviation of bronchitis, hoarseness,
coughs, asthma, colds, and disorders of
the throat and lungs.WATSON'S
WILD CHERRY COUGH SYRUP,
\$0.75.

Highly recommended.

WATSON'S EMBOCATION,
\$0.60.For colds in the chest, bronchitis, sore
throat, &c.A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hong Kong, 23rd October, 1908.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, The House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

Daily—\$30 per annum.

Weekly—\$12 per annum.

The rate per quarter and per month, proportional.

The daily issue is delivered free when the address is

accessible to messenger. On copies sent by post an

additional \$1.60 per quarter is charged for postage.

The postage on the weekly issue in any part of the

world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-

five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 29, 1908.

THE RISE OF SABANG.

Referring to previous articles on the importance of Sabang, it is noteworthy that the editor of the *Singapore Free Press* has no great ideas as to its future prospects in so far as Singapore is concerned. Mr. Van Geuns, the editor of the newspaper referred to, is now on his way to Europe. He called at Singapore and thence he went to Pulo Laut in order to convince himself whether there was a reasonable possibility that this growing coaling station was likely to injure the Tanjong Pagar Docks. From the report which appears in the *Straits Times* it would seem that the editor of the *Handelsblad* has a variety of personal opinions on the subject. He remarks in the first place (speaking to a Singapore interviewer) that the port has progressed as well as might be expected. At the end he discovers that the port is managed by a Joint Stock Company "at the risk of some Foreign Power securing so many shares as to gain a controlling interest in Sabang." His remedy is that the Dutch Government will take measures to insure that the controlling power shall always rest in their hands. "This is so admirable that it may almost seem applicable. For years we have maintained that Sabang is one of the most serious menaces to Great Britain's overseas trade that could be imagined. We can remember a time when a Marquis of France proposed to establish coaling stations for the French fleet at the station immediately across from Aden journeying on to Pondicherry, coaling again at Pulo Laut and filling their bunkers at a station, unnamed, on the Mekong. For years people deprecated the fact that the line of coaling stations established by the Continental Powers would be of any adequate

use in time of war—and no nation discovers these things except in the emergency of war—but with the exception of the station on the Mekong, there is nothing to show that other powers than Great Britain should have clear access to the Northern Seas. It may be argued that the Russian fleet forgot all of these eventualities inasmuch as they were not seen at Penang which is the nearest place to Pulo Laut. But at that time the *entente cordiale* had not been cemented and the Russian fleet coaled at a little known bay just beyond the sea front of Indo-China. But at the present day, when every navy is aiming and every exhibition of strength is shown there is a different story to carry in mind. That is so no doubt. But what of the commercial supremacy of Singapore as an *entrepot* of the shipping business, particularly in the coaling line. It is not our purpose to throw cricks but disguise it as they may. The last report of the Tanjong Pagar dock board will not bear serious scrutiny by those who know the workings of rival firms in the Far East. It is not going beyond a mark to say that Tanjong Pagar has been bereft of the intelligence which calls for judgment. This is said in no unfriendly way, but when ships, of which we could name a dozen, are sent from Singapore to other ports to be repaired, in our humble opinion, there must be a laxity somewhere. Fortunately, the same thing cannot be said of the Hongkong and Whampoa Company, except on a few occasions, which may not now be enumerated. Leaving all this aside, we still hold the opinion that the existence of Sabang is a material incentive for Singapore to exhibit the qualities she has shown in the past. Why should Singapore at the present day, now that the docks are under the control of the Government, feel alarmed at the unquestionably growing strength of Sabang? According to the editor of the *Handelsblad*, Sabang will be one of the future ports on the way to the Far East. Quoting from the *Straits Times* "that hope," he says, "cannot be realized, but Sabang is by no means a failure." Not to use any question of spirit, does that not mean something in the eyes of friendly rivals? He proceeds: "Sabang has no dock at present but among other things, it is pretty much up-to-date. The repairing works for ships are well equipped. Supplies of coal and timber are abundant. Enterprise is so forward that small ships are now built at Sabang and the construction of two bucket dredgers for the mining company has been taken in hand." Written by a Singapore journalist it is quite comprehensible that his suggestions with regard to coaling operations were equally as good, perhaps nearly as good as in Singapore. We quote again: "Much is made of the alleged fact that coaling operations there are quicker than at Singapore, and not so expensive. The impression made by the port is that it has progressed as well as could be expected under the circumstances, and is growing in importance as coaling station and repairing place for shipping." Of course that violently defies the statement originally made by the editor of the *Handelsblad* in the first instance, but unless Singapore has deteriorated, we should rather say that unless the Straits Settlements have fallen below the standard of Raffles then it will only spur her on to renewed efforts in the way of attracting not merely trade to her port, not from the Hinterland, which is rapidly developing, but from the actual trade of the port as derived from straight commerce. Singapore has a great future. Singapore is blessed by a country behind her, a country which nobody has explored, a country which is gradually being opened up by the enlightened enterprise of the Sultan. Many wish, and we see hope that this railway from Canton to Kowloon will afford the same advantages which are given to our friends in the South.—*Nous verrons*.

LOCAL AND GENERAL.

UNLESS another postponement is granted the case in which Quartermaster Sergeant Castle, R.G.A., is summoning John Lambert, of Messrs. Palmer and Turner, for assault, and *vice versa* will begin in the Police Court tomorrow afternoon.

A BOATMAN was fined \$2 this morning for driving a stake into the praya wall at Kennedy Town yesterday. A widow, who is believed to belong to the same junk (1,186) had to pay a like sum for offering a bribe of thirty-five cents for the man's release.

THE Pacific Mail steamer *Manchuria*, which sailed from Hongkong on September 30th (three days ahead of regular schedule) in order to get overland shipments delivered to the rail lines before the new ruling of the Interstate Commerce Commission went into effect on November 1st, arrived at San Francisco on October 27th, allowing ample time to effect the transfer of the overland shipments to railroads under the old rates.

A HARBOUR ACCIDENT.

ONE WOMAN MISSING.

An extremely sad accident befell a passenger boat, trading between Pulo and Cheung-chau Island on the morning of the 25th instant, by capsizing mid-way between the two places. It appears that on the day in question, the boat was carrying a crew of three and four passengers (two men and two women). In addition to this, there was also a cargo of goods on board at the time. The ill-fated craft left Pulo at ten o'clock with a steady breeze blowing. When, off Shek U Chau, a sudden squall struck the boat and overturned it into the water and all but one succeeded in clinging to the keel of the upturned boat till help came to their aid in the form of passing fishing boats. The solitary exception was a Hakka woman, who disappeared immediately the boat came to grief. The unfortunate woman's body has not yet been recovered.

Round the Island.

THE "DILLY" ON TRIAL.

PORTUGUESE GUARD BOAT UNDERGOES
OFFICIAL RUN.

The *Dilly* the Second, christened by Mrs. Leiria, wife of the Portuguese Consul at Hongkong, proceeded on her trial trip this morning. The Government of Macao sent their technical experts to conduct the trial with the staff of the Hongkong and Whampoa Dock Co., Ltd. Shortly before ten o'clock a small party boarded the *Dilly* lying off the Dock premises at Hungshom. The party consisted of Second-Lieut. J. Ventura, assistant harbour-master, Macao; Mr. F. Lopez, inspector of machinery, Macao; Mr. F. Meneses, colonial treasurer, Macao; Senhor J. J. Leiria, Consul for Portugal; Hongkong, Mr. R. Mitchell, chief manager, Hongkong and Whampoa Dock Co., Ltd., and Mr. J. Martin, draughtsman, Kowloon Docks.

Steam was up on the *Dilly*. As soon as the party was on board, Capt. Smith, at the helm, weighed anchor and in no time the trim little vessel had her nose turned eastward and was soon steaming out in the direction of Lyceum Pass. Ideal weather favoured the officials on the trial run of their new boat. Steaming steadily at a uniform speed Lyceum Pass was passed within twenty minutes of the start. Rounding Cape D'Aguilar a bit of a choppy sea was encountered; it served as a fair test of the sea-going qualities of the yacht-like craft—a test which she proved herself equal to the perfect anticipations of her builders. As the vessel went along, the wireless station on Cape D'Aguilar was a point of interest to the officials who mistook the tower for a beacon, not having seen it before.

The *Dilly's* real business was begun when she was taken over the Admiralty's measured distance over the regulation course near Aberdeen. Here Manager Mitchell as well as the Portuguese officials timed the *Dilly's* steaming capabilities. Over a distance of two knots and back the engines developed rather over 4 knots an hour, that is, a higher speed than was expected of the vessel, although the amicable contract entered into between the Portuguese Government and the local shipbuilders did not contain any hard-and-fast stipulation for a specified speed.

When the trial had been completed to the satisfaction of the officials concerned a stop was made for luncheon under the chairmanship of Mr. Mitchell, who in proposing success to the new *Dilly* expressed the hope that she would prove in her commission as coast guard-ship at Timor as serviceable a vessel and as successful as her predecessor had done. He coupled the name of Consul Leiria with the toast.

Senhor Leiria made brief and suitable acknowledgments and drank prosperity to the Hongkong and Whampoa Dock Co., of which Mr. Mitchell was the worthy manager. Healed the company to drink to the good health of Mr. Mitchell, Mr. W. Wilson, his right-hand man, and the Dock Co.'s staff. The toast was enthusiastically pledged.

At the conclusion of the delicious speeches, Lieut. Ventura hoisted the Portuguese flag at the fore, and with Portugal's national colours fluttering to the breeze, the *Dilly* was once again under steam on her return journey to Hongkong.

The vessel was taken through Sulphur Channel and into the Central Fairway, and within three-quarters of an hour was once again made fast to her buoy at Hungshom Bay, where she is now receiving her finishing touches before being taken over by the Portuguese officials who will sail her across to Macao early to-morrow morning. It may be added that the Macao authorities had their engine-room hands working side by side with the Dock Co.'s own staff at the trial today.

A replica of her predecessor of the same name, the *Dilly* the Second is a vessel of 112 feet 6 inches between perpendiculars, 18 feet 6 inches in breadth, and depth, moulded, 9 feet 6 inches. Her engines are 15 in. by 29 in. and 18 in. stroke. The boilers are 9 feet 3 in. diameter by 9 feet 9 in. long and constructed for a working pressure of 100 lbs. to the square inch. The engines, as explained by Mr. Mitchell on the occasion of the vessel's launching, were taken from the former *Dilly* built over twenty years ago by the Hongkong and Whampoa Dock Co. Before being placed into the new hull they have been thoroughly overhauled and are as good as a new set of engines in every respect. They are of what is technically described as of the compound surface condensing type and are easily capable of driving the vessel, as proved at the trial today, at a continuous speed of 9 knots. She maintained this speed without difficulty throughout the trial, and actually exceeded it when put to the real test. There was an entire absence of vibration. The engines worked very satisfactorily and without any hitch whatever—a fact which reflects great credit to their builders—the Hongkong and Whampoa Dock Co.—and the Portuguese engineers who were responsible for maintaining them in their present excellent condition of efficiency. The same work was got out of the engines after twenty years of service as when they were new.

The hull of the *Dilly* is built entirely of wood, the timber principally used being the favourite teak which stands such a lot of hard wear in these waters and in a tropical climate. The scullings are exceptionally substantial. The vessel is sheathed with Muntz's metal.

As regards accommodation ample provision is made for officers and crew alike, there being an adequate set of large and airy cabins well fitted with bunks. The lavatory accommodation is of the most up-to-date description. Steam winches and the usual deck equipments complete the appointments of this trim and fine-looking vessel.

The *Dilly* will be employed as a coast guard boat in the Portuguese possession of Timor, and when occasion calls for it will be used as a revenue cutter in the Portuguese territory.

Shau-ki-wan Collapse.

CONTRACTOR INDICTED FOR
MANSLAUGHTER.PERTINENT QUESTIONS BY THE CHIEF
JUSTICE.

The October Criminal Sessions was resumed this morning, the Chief Justice (Sir Francis Pigott) presiding, and the trial of Cheung Yee, an aged contractor, for the manslaughter of seventeen persons, who were killed in the collapse of three buildings at Shau-ki-wan West during the typhoon on July 28th last, was heard. The defendant pleaded not guilty to the indictment, adding that the collapse was due to the force of the wind.

The Attorney-General (Mr. W. Ross Davies, K.C.), with whom was the Crown Solicitor (Mr. F. B. L. Bowley) represented the Crown. The defendant was not represented. The jurymen empaneled were: Messrs. J. Wicheil (foreman), N. F. S. Harms, E. S. Ford, H. F. Hickman, J. E. Daniels, W. Nicholls, and F. T. Chapple.

The Attorney-General outlined the case for the Crown, citing passages from the Building Ordinances at intervals, and frequently was interrupted by the Chief Justice, who, no doubt, had taken into consideration the fact that the defendant was not represented by Counsel. The Attorney-General hastened to concur in the matter, at the same time expressing his regret that such should have been the case, and matters went merrily on until once again the Chief Justice found fault with the indictment. This, however, was satisfactorily settled by an amendment. But the surprise came when it was asked by the Chief Justice what if the jury found the officers of the Building Authority guilty of manslaughter?

In opening the case, the Attorney-General explained that the case arose out of the typhoon of July last. The defendant, he said, had been committed for trial by a magistrate, sitting as coroner, after the death inquiry had been concluded. The coroner's jury brought in a unanimous verdict of "gross negligence," which amounted to manslaughter, and the defendant was sent for trial. Manslaughter, he stated, was a crime of various categories. It was homicide without malice. Malice was the pure ingredient of murder, without which there could be no manslaughter. And in order to prove manslaughter recklessness or carelessness must be proved.

At about 1.45 o'clock on the morning of the 28th July last, when the typhoon was blowing with great violence, the back wall of one of these houses collapsed, the mass of debris falling on three smaller houses and a boat-builder's shed, causing the death of seventeen people. Shau-ki-wan village, he continued, had become of some importance of late, owing to the tramway service and the presence of the large docks at Quarry Bay. In July, 1902, the defendant gave notice to the Building Authority of his intention to build ten Chinese dwelling houses, of the three storey kind, on this plot of land. The plans were prepared by Mr. Brotherton Harker, an architect, and were submitted to the Public Works Department. After some alterations were made, in compliance with the Building Ordinance, permission was granted to start work. When the plans were passed the owner changed his mind and instead of erecting ten houses, his original idea, only five houses were built and on that side of the lot which fronted the main road, leaving three old houses standing below on the remainder of the lot. And it was the falling of the wall of the new building that caused the collapse of the old houses. With this preface of the plans Mr. Harker's responsibility terminated, the owner taking the work in hand.

The defendant, who was formerly a stone mason, and subsequently a contractor, was then engaged by the owner to supervise the construction of the houses. In his evidence at the coroner's inquiry he stated that he lived in one of the houses while the others were in course of construction, but left when the painters began their work. He was, therefore, in a position to supervise all the work, and took upon himself all the responsibility of seeing that good material was supplied.

The lower walls of the houses were built of granite, while red brick formed the upper portions. The granite and labour were supplied by the defendant; the owner supplied the lime and purchased the bricks on the advice of the defendant. Before the actual work of building had been commenced the Public Health and Buildings Ordinance was passed, and again the plans had to be altered so as to comply with the requirements of the new law. On 3rd June, 1903, Mr. Tooker, of the Public Works Department, signed the certificate to the effect that the five houses had been built in compliance with the Building Ordinance of 1899, and that their designs were in accordance with the law.

But the same could not be said of the construction. After the collapse the rear wall was found to have been composed of bad brick, while the construction and materials were found to be faulty. The wall was very nearly forty feet high by seventy-four feet long and ought to have been substantial and able to stand the force of any typhoon. The defendant again in his evidence admitted that he knew how a wall ought to be constructed and bonded. He also alleged that the collapse was due to no fault of his, and the wall would not have fallen had it not been for the typhoon. When the wall was examined, after the collapse, it was found that the law had not been complied with; in fact it had been ignored.

At this stage the Chief Justice made his first remark. He called the Attorney-General's attention to the fact that the indictment was not quite in order. The negligence, he said, was not caused on the morning of the typhoon, but in 1903 when the houses were being built. The Attorney-General replied that it was a result of the negligence in 1903 that the deaths occurred in 1908.

The Chief Justice agreed with the prisoner when he says that the collapse was due to the typhoon.

The Attorney-General was understood to remark that it was through defendant's act that death was brought about.

The Chief Justice stated that that was not the charge. No negligence could be shown in 1908.

The Attorney-General—I hardly see how that works out.

The Chief Justice—It is quite clear according to the circumstances of the case. The prisoner is quite right in his plea. The indictment is obviously wrong.

The Attorney-General proceeded to explain that in the old Act a manslaughter charge had to be set out *in extenso*.

The Chief Justice observed that if there was any negligence it was while the houses were being erected.

The Attorney-General suggested inserting the dates, August, 1903 to 28th July, 1908.

The Chief Justice—I don't think in criminal law he is liable for what happened in 1903, as he had quitted the house and had no supervision then.

After more argument the writ was amended to meet the case.

Proceeding, the Attorney-General said that when the wall was examined by experts it was discovered that there was an entire absence of bonding between this and the other walls, the mortar was bad, and in many places there was no mortar visible. The defects in the material would contribute to the collapse.

The Chief Justice again interrupted, saying that the prosecution was not under the Statute, but only on Common Law.

The Attorney-General replied that where the Statute imposed a duty on a man and that duty was ignored, it amounted to negligence.

The Chief Justice—That way, yes; but you are not putting it that way, and reminded the Attorney-General that the prisoner was undefended.

The Attorney-General was aware of that fact, and was sorry it was the case.

At the time of the collapse, the A.G. continued, the walls were only five years old and the mortar should have been at its maximum strength—at its best. The Building Authority's staff then was undermanned and undoubtedly there was not the same machinery for inspecting buildings as existed at present. Mr. Haggard, an engineer of the P.W.D., stated that he had not inspected the buildings until May, 1903, after the completion of the work. At the time of his inspection he was not permitted to cut into the walls, so that his inspection was merely superficial, and it was impossible to detect any flaw.

The Chief Justice then, questioned as to whether the insufficiency of mortar could not then have been detected by the Surveyor-General's officer. Was it owing to the insufficient staff?

The Attorney-General said that in point of law any want of duty on the part of a Government officer did not exempt contractors.

The primary duty was on the contractor.

The Chief Justice—It makes it all the more difficult to prove negligence.

The Attorney-General went on to say that any negligence on the part of Government officials did not excuse the defendant who took upon himself to construct the buildings. The Ordinance placed that responsibility on his shoulders. Apart from that it was his duty to see that the buildings were in a good condition.

The Chief Justice—What if the jury brought in the officers guilty of negligence?

The Attorney-General—As an accessory before the fact?

The Chief Justice—No, no.

The Attorney-General—They might add a rider. And he proceeded to explain the various degrees of manslaughter. A man might be guilty of manslaughter, he said, and be given penal servitude for life; on the other hand he could be fined or given a day's imprisonment.

The Chief Justice—I know of no case that a fine covers gross negligence.

The Attorney-General—If there is no negligence there can be no manslaughter.

Medical evidence followed, and the hearing was adjourned.

CAMP NOTES.

In dirty weather, which was all the more accentuated owing to the fact that it was unexpected, the third of the series of 15 pdr. gun practices of the Volunteer Artillery came off in Stonecutter's Island yesterday afternoon. When the sky was suddenly overcast and rain began to fall yesterday morning, hopes were entertained that it would clear later on, but these expectations were shattered when afternoon came, found, and it was found that the inclemency of the weather showed no signs of abating. Consequently, the men, on arrival at Stonecutter's Island, were obliged to march under difficulties to get to their position, the soft sand on the beach greatly retarding their progress.

Shortly after three, H. E. Major-General R. G. Broadwood, C.B., accompanied by his A.D.C., arrived. Lieut.-Col. Chamier, C.M.G., was also present at the shooting. It was extremely difficult to move the huge machines on the hard, rough ground, but with the men handled them smartly thus showing that they were well initiated in their particular sphere of work. A target was placed some two miles distant in the New Territories. Excellent results were obtained—out of ten shots, eight proving effective. H.E. the Governor was an interested observer, while the last few shots were being fired, and H.E. could not but have been pleased with the afternoon's satisfactory results.

In the evening, H.E. the Governor dined with the officers. The pleasant fact that His Majesty's representative in Hongkong was to attend the concert at the P.W.D. mess-room was an incentive to attract an unusual number of visitors, which is unfortunately not the case on other great nights. Among those who took part in relieving the proceedings were Lieut. R. M. Cresswell, A.D.C., Lieut. M. S. Northcote, Hongkong Volunteer Corps, Private Carroll, Sapper J. J. Sayer, and Sergeant Brown, and Sergeant Sayer, who duly received their medal of praise.

WEDDING BELLS.

KEMP-STEWART.

The marriage of Mr. J. H. Kemp (first police magistrate) to Miss Mary Stewart was solemnized at the Peak Church this forenoon. The ceremony was a very quiet affair, and only a few special friends of the bridegroom were invited.

The ceremony was performed by the Rev. Mr. J. H. France, and occupied but a short space of time. The signing of the register followed.

The bride, who wore a white grass cloth embroidered dress and a pretty white hat and veil, was given away by Mr. L. Gibb, while Mr. J. R. Wood (second police magistrate) took the part as best man.

Upon the conclusion of the ceremony the little party adjourned to the residence of Mr. and Mrs. Gibb, where the reception was held.

The happy couple left for Macao later in the day where the honeymoon will be spent.

QUARRY BAY DOCKS.

ARRIVAL OF TOW-BOAT.

The activity displayed by Messrs. Butterfield and Swire, general managers of the shipyard at Quarry Bay, is making itself apparent from day to day. Not long since we chronicled the starting of actual operations in the ship-repairing department of the docks and to-day we have to record the advance of another step in the direction of the firm's sphere of activities in the port of Hongkong and that advance is noted in the arrival of the tow-boat for harbour work which arrived from Shanghai last evening. The vessel was built by the Shanghai Dock and Engineering Co., Ltd., to the order of Messrs. Butterfield and Swire. The tow-boat has been brought into commission without any delay; she made her maiden tow today, by conveying one of the China Navigation Co.'s steamers for the usual periodical overhaul at Quarry Bay. The steamer has since been dry-docked in the mammoth dock at the east end.

CANTON DAY BY DAY.

DEPARTURE OF THE TARTAR GENERAL.

[From Our Own Correspondent.]

Canton, 28th October.

The present Canton Tartar General, King, who has been appointed to Peking as President of the Imperial Household Department, will leave here for the capital in the course of about ten days. Pending the arrival of H. E. Tang Ki, the Canton Senior Tartar General, Fu Ching will be in charge of the Canton Tartar General's yamen. Tartar General King will be given a farewell dinner at the Ying Kuen Monastery on the 30th instant, by H. E. Fu.

AFTER ROBBERIES.

On information received yesterday, the Kwangchow Brigadier General Li Mung Yui hastened to Intong with a body of soldiers to effect the arrest of certain robbers who are now harbouring there.

LATEST ARRIVALS.

Sir Reginald and Lady Pole-Carew arrived here this morning by the *s.s. Fat-hai*.

RELIEF FOR SUFFERERS.

The Central Relief Committee has received the following telegraphic remittance from the Chinese abroad towards the funds for the relief of the sufferers by the recent disastrous floods:—\$1,000 from New York, U.S.A.; \$1,000 from Cuba.

The Imperial Authorities have proposed to ask for Imperial sanction to appropriate a sum of some 200,000 taels from the amount of revenue to be remitted to Peking by the December quarter of this year for the relief of the sufferers by the latest visitation of floods in the districts surrounding the North and West Rivers. The proposed sum will be treated as a loan to be refunded as soon as sufficient subscriptions are collected.

THE NEW CRUISERS.

The two shallow draft cruisers, *Kiangta* and *Kiangchi*, built by the Hongkong and Whampoa Dock Company, to the order of the Canton Government for the West River patrol service, arrived here safely on the 26th instant from Hongkong, with Admiral Li Chun on board the first named vessel. These two new ships were greatly admired by many people, when they were steaming into the harbour on their first appearance. It is learnt that H.E. the Viceroy will very likely pay a visit to these new cruisers before they are sent to the West River for duty.

ANOTHER BAZAAR.

The people of Kowloon are contemplating to organize an Al Fresco Bazaar in that port to collect funds in aid of the unfortunate by the recent disastrous floods.

CENTRAL RELIEF COMMITTEE.

A general meeting has been convened to take place on the 2nd proximo, by the Central Relief Committee, for the purpose of discussing what amount of money should be taken for the relief of the present flood-affected unfortunate from the funds collected previously on account of the flood disaster in June last. The Chinese communities in Hongkong and Macao have been requested to send representatives to attend the forthcoming meeting.

RAILWAY FARES.

The result of the increase of passenger fares by the Canton-Fatshan line has proved unsatisfactory, so the Canton-Hankow Railway Company, after consulting with the railway of the Three Provinces, has now agreed to revert the rate of fares on railway passengers on the line as that of old—50 cents for first class passengers, 25 cents second class and 15 cents third class.

HONGKONG CRIME KIDNAPED.

A gang of robbers attacked a house in Fung Tung village, Fa Yuen district, belonging to a certain man, surnamed Li, who is a building contractor in Yau-mat, Hongkong, on the 20th instant. Li happened to be at home at the time. Besides ransacking the house the robbers kidnapped Li and his son, seven years old. It is ascertained that Li had made a good fortune in his business, and the robbers for some time desired to share a part of his wealth. Yesterday a demand was made for the release of Li by the robbers asking for a sum of \$50,000 for the release of Li and his boy.

Telegrams.

[Renter's.]

Taxation in Japan.

LONDON, 27th October.

Mr. McKinnon Wood, Under Secretary for Foreign Affairs, replying to Mr. H. Nield, Conservative Member for Belling, said that he understood Japan to be preparing an answer to the protest of Great Britain, France and Germany relative to the State Municipal Income Tax. He further stated that no attempt on the part of Japan had been made to evade the award of The Hague regarding the taxation of the foreign concessions, in regard to which there was merely a difference of opinion relative to the interpretation of the terms of the award.

The European Situation.

Affairs in the Balkans continue complicated and precarious, and much depends on Germany's advice to Austria.

Germany, in an official statement which has been published in Berlin, does not object to the principle of the conference, but she cannot assent to the proposals for a discussion to which Austria objects. These points must be the subject of further negotiations, in connection with which Germany and Russia would persevere in an endeavour to reach a peaceful and just solution.

The British Foreign Office has issued a denial of the statements that the interruption of Turco-Austrian negotiations is due to the advice and influence of the British Government, whose opinion is that a direct arrangement would smooth the way to a general settlement, but Turkey is the best judge of her own interests.

Later.

Russia and Persia.

Sir Edward Grey, replying to Mr. Dillon in the House of Commons, said that Russia had moved 400 men to the Persian frontier, but had ordered them not to cross the border unless Russian lives at Tabriz were endangered.

Great Britain could not refuse Russia the right to protect her subjects in Persia, which we ourselves claimed, and he asked the House to admit that Russia had acted in the spirit of the convention.

The Canadian Elections.

The elections in Canada give ample vindication of Sir Wilfrid Laurier's administration. Sir Wilfrid has been elected at Ottawa; and though the returns for East Quebec are incomplete, they indicate a majority in his favour of fifty votes against sixty-six previously.

Columbia, resenting the Oriental immigration policy of the Government, has returned four oppositionists.

STR. "HANGCHOW" IN A TYPHOON.

The C. N. S. *Hangchow* arrived at Shanghai from Hongkong and Amoy on the 23rd instant and furnishes the following account of the typhoon which touched Swatow to the N. C. D. News:—The *Hangchow* left Hongkong on the 13th instant, bound for Amoy, with a general cargo and thirty head of cattle on deck. After passing Wai-ko, a moderate N.E. wind was experienced, with south-easterly swell. The barometer stood at 29.78. All went well until 10 a.m. on the 14th instant, when the wind and sea increased considerably in strength and, owing to the threatening nature of the weather, it was decided to run for shelter. At 4 p.m. the wind had increased to hurricane force and all hopes of reaching shelter had to be abandoned. The steamer was then "hoove to" and every preparation was made for the coming typhoon. By 8 p.m. pandemonium reigned. The sky was one mass of dense cloud banks, hanging so low that sea and sky appeared to be merged in one. The wind howled and a perfect deluge of rain descended steadily. It was impossible to hear or see anything, on account of the roar of the wind and the blinding rain. At 2 a.m. on the 15th the barometer registered 29.00 and at this time the typhoon was at its height. Huge seas swept the ship and it was impossible to move around the decks. The barometer began to rise at 4 a.m. and by noon on the 15th the weather had improved. An examination of the cattle was made and it was found that three were dead. It speaks well for the strength of the cattle fittings erected in Hongkong that the whole structure was not swept overboard. Throughout, the vessel behaved splendidly, and with the exception of slight damage on deck emerged from the typhoon unscathed. This was the second typhoon which the cattle had experienced since leaving Australia. The first occurred when they were on board the C.N.S. *Taiwan*, between Manila and Hongkong.

A WAYSIDE PRUD.

FOLIOLOGIC TENDENCIES OF A CHINAMAN.

Two highly-respected and worthy farmers suddenly thought that they would like to make things a bit lively and for this reason engaged in a quarrel on the field at Li Uk village, Sam-shui-po, yesterday, with the result that one received a stab in the arm. As far as we are given to understand, the whole trouble was caused over a missing plough, which Wong Fuk, one of the two men accused, Li Tak, a 16-year-old lad, of stealing. A wordy warfare ensued, which was followed by one with blows, during which, Li Tak pulled out a knife and stabbed Wong Fuk on the forearm, causing a nasty gash, where the bone could plainly be seen. The injured man was removed to hospital and the pugilistic Li Tak arrested. This morning, Li made his appearance before Mr. J. R. Wood in the Police Court and showed much surprise when he was bound over in the sum of \$50 to keep the peace for 12 months.

INTERPORT CRICKET.

A WIN FOR SHANGHAI.

In continuation of the report of the interport cricket match, we take the following from the *Shanghai Times* of 23rd inst.:—

The wicket yesterday was quite a batsman's wicket, despite the heavy clouds which obscured the horizon when the game started at 10.50 a.m. When the game opened the visitors were 179 runs in arrears and only had four wickets to fall. However, the score was carried along by Barton and Edwards until 60 runs were telegraphed and then one of the most unfortunate dismissals of the match has to be recorded. Barton played the ball but at the moment he did so Edwards turned away from the wicket. Barton started to run. Mr. P. F. Lavers evidently did not see Edwards turn aside, for he allowed the ball to go on its mission and when Barton struck it and started to run he raised no protest. When Barton was half-way up the pitch he saw that Edwards was not running but it was then too late for him to attempt to get back and he was run out. It was an unfortunate ending to an innings full of promise. Bird was not at all comfortable when opposed to Rasmussen and he soon departed with only a single to his credit. Peake went in but he had great luck in not getting out before a run was scored for Billings just missed his off stump, and just after this Edwards fell a victim to Rasmussen, being well caught by Harrison at point. The catch was one of the best of the match, being taken by Harrison at arm's length. Corporal Sharpe went in next but only played the over and that with nothing like skill. He did not score and left when the total stood at 74. Peake being not out, with nothing in his credit.

The visitors were thus in arrears on the first innings and they started their second knock with better hopes, though very much dampened. With Edwards and Lanning the innings opened, but there were many among those who had watched the play who questioned Turner's policy in putting Edwards in so early. It was palpable to many that Edwards was indispensible during his innings and it was not considered likely that he had thoroughly recovered before the second innings commenced.

Even had he recovered a rest would have done him no harm. But evidently the captain of the team thought otherwise, for Edwards went in to open the innings with Lanning.

NAD LUCK FOR HONGKONG.

Almost immediately after the opening Edwards was out, caught by Moule of Billings. The stroke was a weak one going to mid off, but it was proof that Turner should have given Edwards a rest. Following Edwards, however, came Lieut. Haughton, who with three successive strokes to leg put the score up by 7 runs. Lanning was playing very carefully, indeed, and he took absolutely no chances. Haughton started to hit out immediately he got in, his first three strokes being on the leg side. Lieut. Haughton is not a graceful batsman and he loses many runs between the wickets. In fact, during one over when he had struck the ball an '1' run a single, Lanning called him for another, but he replied loud enough for most spectators to hear "Oh, no, I can't run" and so a run was lost, and an easy run at that. Billings' bowling at this stage was very difficult and he was not punished at all, for his last three overs only realised six runs. Then a change was decided upon by Captain Walker. As a matter of fact, Billings had Lanning in difficulties on more than one occasion, particularly in Billings' third over. Haughton monopolised the strikes for some time, in fact it was eighteen strikes before Lanning faced the bowler. With the score at 23 Harrison relieved Billings, whose five overs had cost eleven runs, and as though to welcome the bowler, Lanning cut him for one immediately. Many runs were lost through the inability of Haughton to show any pace at all; he ran like a school-boy who had not had a chance before and was apparently afraid of showing his best form. Lanning can run, but his skill was handicapped by Haughton's slackness. Anderson was given a chance with the ball, but after three overs he was taken off. Those three overs had cost 14 runs and that was more than Shanghai could afford to throw away. Haughton should have been run out at 40 for Walker gave Harrison a chance by a very smart return. However, the bowler failed to take it and it went to the boundary for four. Fifty was brought on the board by a lofty hit by Haughton over the bowler's head. After fourteen runs had been scored off Anderson he was taken off and once again Billings was given an opportunity to show his prowess. He bowled three overs before tiffin but only two runs were scored those off two last over. In the same time Lanning sent down three overs, but his average read three overs, no maidens, four runs, one wicket, as Haughton had fallen a victim to the fast bowler, being caught by McEuen. It was an easy catch at mid off, and very little praise can be given to McEuen for holding it. Almost immediately afterwards Lanning gave Harrison a chance of getting him out. Harrison was at point and though the ball came fast it was a fairly easy catch, but Harrison missed it and thus gave Lanning another life. During the same over Lanning spooned one to Rasmussen but the latter could not possibly have got up in time and the opportunity was missed. In the very next over Haughton tried to lift Lanning but was caught at mid-off by McEuen. It was an easy catch. Two wickets were thus down for 52 runs, Haughton having made 50. His scoring had been mainly made on the leg side, no less than 19 of his runs having been made in that direction. Shortly after W. C. D. Turner joined Lanning the tiffin adjournment came, with the score at two wickets for 57 runs, Lanning being then 18 not out.

When play was resumed in the afternoon there was a large attendance and there were many among the spectators who expected to see the visitors show a recovery which would place them in front. A. E. Lanning began to score at once, adding ten off the first over from his brother "Dada," two of which strokes were beautiful drives. Thereafter play was quiet. Turner lost his wicket "leg before" at 67, after he had added three only to the score and he was followed by Claxton. The latter batsman made an excellent opening, though he only scored ten runs and we make bold to aver that after Edwards and Lanning he is the best batsman in the team. Lanning we believe to be the best Hongkong batsman, with Edwards next and Claxton third. In the meantime Lanning was batting well, particularly his cuts, one late cut bringing forth a round of applause which it thoroughly deserved. R. O. Hutchison failed to score being clean bowled by Lanning and Lt. Home did little better, being caught by Harrison off Billings' bowling when he had made it. Barton opened well by getting a couple of twos, a leg glance and one through cover point, but Harrison bowled him soon afterwards, when the score stood at 118 for seven wickets. Bird was in for some time for the three which he added to the total, a leg stroke off Harrison, but after his departure he was bowled by Harrison runs came slowly. Peake opened his shoulders somewhat and put up a couple of boundaries, but the excitement rose to its height when Lanning lost his wicket at 153, Hongkong being only one run in arrears on the first innings score of Shanghai. There was only Sharpe left, with Peake in. But the latter opened out and after a very exciting quarter of an hour the innings closed with Hongkong only 9 runs ahead.

With only ten to get to win, the end was in sight when the Shanghai XI went in for their second innings, Ollerdesen and Barrett opening to Corporal Sharpe. Claxton was behind the sticks and he let two go to the boundary and Barrett scored the other two, giving Shanghai the victory by ten wickets.

As the games stand to date, both Hongkong and Shanghai have won seven each and the odd game was drawn.

The Scores are:—

SHANGHAI XI—FIRST INNINGS.

R. N. Anderson, b Sharpe

H. B. Ollerdesen, b Sharpe

E. L. M. Barrett, b Bird

W. H. Moule, b Sharpe

L. Walker, c Houghton, b Bird

V. H. Lanning, run out

O. D. Rasmussen, b Bird

D. R. McEuen, l.b.w., b Bird

A. G. Harrison, c Bird, b Sharpe

G. M. Billings, not out

A. F. Wheeler, b Sharpe

Extras

Total

BOWLING ANALYSIS.

O. M. R. W.

Bird

Sharpe

Billings

Peake

Total

HONGKONG XI—FIRST INNINGS.

A. A. Claxton, b Lanning

W. C. D. Turner, c Lanning, b Rasmussen

E. J. H. Haughton, c Lanning, b Rasmussen

A. E. Lanning, b Rasmussen

W. Edwards, c Harrison, b Rasmussen

R. O. Hutchison, l.b.w., b Rasmussen

G. R. Home, c Rasmussen, b Lanning

Handyman Barton, run out

R. E. O. Bird, c Walker, b Rasmussen

A. W. J. Peake, not out

Corpl. Sharpe, b Rasmussen

Extras

Total

BOWLING ANALYSIS.

O. M. R. W.

Rasmussen

Lanning

Billings

Total

HONGKONG—SECOND INNINGS.

A. E. Lanning, b V. H. Lanning

W. Edwards, c Moule, b Billings

F. J. H. Haughton, c McEuen, b Lanning

W. C. D. Turner, l.b.w., b Rasmussen

A. A. Claxton, b Rasmussen

R. O. Hutchison, b Lanning

G. R. Home, c Harrison, b Billings

Handyman Barton, b Harrison

R. E. O. Bird, c Harrison

A. W. J. Peake, b Rasmussen

Corporal Sharpe, not out

Extras

Total

BOWLING ANALYSIS.

O. M. R. W.

Rasmussen

Billings

Harrison

Anderson

Lanning

McEuen

Total

SHANGHAI—SECOND INNINGS.

Capt. E. L. M. Barrett, not out

H. B. Ollerdesen, not out

Extras

Total (for no wicket)

HONGKONG AND SHANGHAI BANK.

ANOTHER CHINESE LOAN.

In a report to the Throne H.E. Han Shih-chang, Viceroys of Manchuria, states that the Forest Timber Company, to be composed jointly of Chinese and Japanese, will require at least Tls. 1,500,000 from the Chinese side. The Viceroys further states that in conjunction with the Walwups, he has made arrangements for a loan of Tls. 1,000,000 from the Hongkong and Shanghai Banking Corporation which only awaits the consent of the Throne to become an accomplished fact. With reference to the Tls. 500,000 which the Ministry of Finance has apportioned from the Taiwan and Shanghai Customs towards the capital of the Forest Timber Company in question, Viceroys Han Shih-chang suggests that money should be devoted towards coal mining and the payment to Japan for telegraph lines set up by that country in Manchuria. (C. N. S. News.)

DR. SVEN HEDIN IN HONGKONG.

INCIDENTS IN HIS TRAVELS RELATED.

From an horripa bounded with snow and glaciers, Dr. Sven Hedin, this morning, approached a peaceful harbour tinged with the first rays of a tropical sun. He was aboard of the P. and O. steamer *Dilli*, which arrived from Singapore this morning.

This is the first visit of the famous explorer to the Farther East so that he lost no time after the arrival of the vessel in getting ashore.

Dr. Sven Hedin is looking somewhat better and less weather-beaten than he did upon his arrival at Simla, on September 14, after an absence of about two years from civilisation. He has a fair, rosy complexion, and is in most excellent spirits, and on board of the steamer has shown himself to be an entertaining passenger, conversing, the evening with interesting incidents associated with his journey of four thousand miles in Tibet, remarks the *Straits Times*. During those travels he did not suffer illness for a single day nor use any medicine whatever, and is the more remarkable when it is considered that he made no special arrangements for food, and contented himself with whatever he could get on the spot. When he re-entered the sphere of civilisation he was dressed as a Tibetan Lama, as he had lost all his clothes in a fire, but, at Poo, Moravian missionaries fitted him out with a pair of Rampru boots, putties and a helmet hat. Since those trying days he is getting accustomed once more to be amongst white faces and civilised garb, and now walks the deck in a light suit, smoking cigarettes, and evidently enjoying the rest from the lavish entertainment bestowed upon him in India.

Writing of his stay in Singapore, the *Straits Times* says:—He cannot afford to give away the result of his travels, he says, and the first authoritative account will be published when he lectures before the Royal Geographical Society in London, in the Spring. His book will appear at a later date.

He has, however, summed up the results of his exploration in the following terms:—My great discoveries are—First, the true sources of the Brahmaputra and Indus, and the genetic source of the Suile, east of Manasarwar Lake.

Secondly, the exploration of Bongba, which I traversed twice by different routes.

But the greatest of all is the discovery of that contiguous mountain chain which, taken as a whole, is the most massive range on the crust of the earth, its average height above sea level being greater than that of the Himalayas. Its peaks are 4,000 ft. to 5,000 ft. higher than Everest, but its passes average 3,000 ft. higher than the Himalayan passes. The eastern and western parts were known before, but the central and highest part is in Bongba, which was previously unexplored. Not a tree or a bush covers it; there are no deep-cut valleys, as in the Himalayas, for rain is scanty. The absolute heights remain to be calculated from observations made on the ten passes which I crossed.

Geographically, the two explorations are of the highest value. The blank space north and south of the island lake region has been traversed, and the mystery of Bongba has been solved. Bongba, though one of the greatest provinces of Tibet, has never before been visited by Europeans.

But he has also made valuable discoveries which, he said, would be important to Great Britain from the strategic point of view, and expressed regret at just missing Lord Kitchener, who had passed him 12 miles out on a trip across the hills to Mussoree. He described the Tibetans as most friendly, adding, however, that the orders regarding foreigners were most strict.

His new map of Tibet will be of 900 sheets, which proves the extent of the exploration. All the heights of the passes, the river crossings, and the encampments are recorded; a hundred astronomical points have been fixed; several thousand panoramas have been taken, with compass bearings and names. Dr. Sven Hedin has brought back photographs, pencil drawings, and water colours. Meteorological observations were made three times daily, and the explorer has geological specimens, with the dip and fall of the rocks, from 7,200 different points.

Dr. Sven Hedin continues his journey to Shanghai and Japan, and in all probability will lecture in Tokyo and, perhaps, other Japanese towns. Then he goes to Sweden via Siberia. When his book is completed, and he has already prepared 6,200 large pages of closely written manuscript sufficient for thirty-four volumes, he may return to Tibet, but upon this he has not yet made up his mind.

A CHINAMAN'S PRANKS.

HIGH JINKS IN A TEA-HOUSE.

One of those men who are never content unless they make themselves a nuisance to their neighbours and give trouble to the police was arraigned before Mr. J. R. Wood, in the Police Court, this morning, charged with disorderly behaviour in a tea-house. From the story, as related to the magistrate, it appears that a seaman, rejoicing in the name of Wong Hui, along with a number of boon companions, went into a tea-shop at 197, Des Voeux Road West at eight o'clock yesterday morning and ordered some tea. After a long wait, the great Wong became rather fidgety and demanded to know, in a tone as if he had ordered a dinner *à la champagne*, when the tea was coming. The much-desired tea came at last, but by this time the irritable Wong became so angry, that he began to kick over the table and proceeded with great vigour to break up the establishment. The damage he thus caused to the crockery amounted to 35 cents. Wong was fined \$1 for his behaviour and ordered to pay 25 cents compensation for his unquiet activities.

Today's Advertisements.

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Hongkong, 29th October, 1908. [954]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KORANNA."

Captain J. H. Bears, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on WEDNESDAY, 4th November, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 29th October, 1908. [955]

COUNTERFEITING AND IMITATING.

A PERAK OPINION.

That the forging and imitating of British Trade Marks in the Far East is extensively perpetrated, there can be little doubt, and such conduct, which can only be described as despicable and sordid in the extreme, thoroughly deserves to be visited with the utmost rigour of the law. To such illegal and unjust practices, the authorities in the Straits and F. M. S. have recently been showing more attention than was the case in former years. Probably the acute depression in trade may afford more opportunity and cause more incentive for business people to give their attention to such malpractices than is otherwise the case when trade is brisk and money being easily earned, when no time or even thought can be given to such 'small' matters as trade mark imitations; or, in the words of the poet, 'when wealth accumulates and man decays,' though in these parts, especially at the present time, it will generally be admitted that the process of the latter portion of the quotation, will be but slow. As an imitator or forger in this respect, those who attempt the role of the amateur alchemist, is still prevalent in our midst, whose nefarious practices may be defined as attempting, by what is more commonly known as, 'counterfeiting,' to transform baser metals to resemble and to appear to have all the properties of those of a more precious value. 'Nothing can be more irritating to one's mind or patience; than to be told on presenting some of those apparently genuine 'coins of the realm' in payment of any commodity, that the same are spurious. The annoyance may be described as being twofold, firstly in having been 'taken in' by having carelessly and unknowingly accepted the false coin, and secondly in having a feeling that you may unjustly be thought to be considered guilty of having been detected in an attempt to pass the base imitation. This is a form of crime which, in our opinion, and to which we have on more than one occasion expressed our views, does not meet with the severity of punishment that it deserves. The crime is looked upon in England as being one of such a serious nature, that it is but rarely attempted, and in the earlier years of the last century, its discovery would certainly have been followed immediately by punishment in the form of what was then popularly known as 'Jeddart' Justice.

Unfortunately the inequalities of the law on the question, or inability of our legal authorities to make the punishment fit the crime, have been on more than one occasion conspicuous, and whilst one perpetrator caught red-handed, with over 200 spurious dollars and smaller coin galore, in addition to a completely equipped coming apparatus in full swing, receives a sentence of four years only, we find on the other hand, that recently a sentence of two months R.L. was allotted to a miscreant for having re-filled some empty tins of a well-known firm of biscuit manufacturers, with those of local manufacture. Another case may be mentioned of a fine of \$100 being imposed when a case had been discovered, in which three empty bottles had been re-filled with a compound, which, though it looked like beer, small like beer, and tasted like beer, was still proved to be not the beer of the particular 'brand' as represented by the label. A final case may be mentioned of a fine of \$200 or a term of imprisonment being inflicted on a 'culprit' having been found guilty of retailing some falsely marked steel pens. (Perak Pioneer.)

A JAPANESE, who is alleged to be a blacksmith, was suddenly taken ill in his cell at headquarters last night and had to be sent to hospital. It is believed that the man caught a severe chill, and is expected to remain in hospital for an indefinite period. Shimoda, for that is the name of our hero, was arrested on board the *Kanamaru Maru*, and charged with having obtained passage from Nagasaki to this port without the master's permission. Owing to the defendant's absence, the case was adjourned till this morning.

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Hongkong, 22nd May, 1908. [957]

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Hongkong, 1st October, 1908. [490]

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Hongkong, 9th June, 1908. [188]

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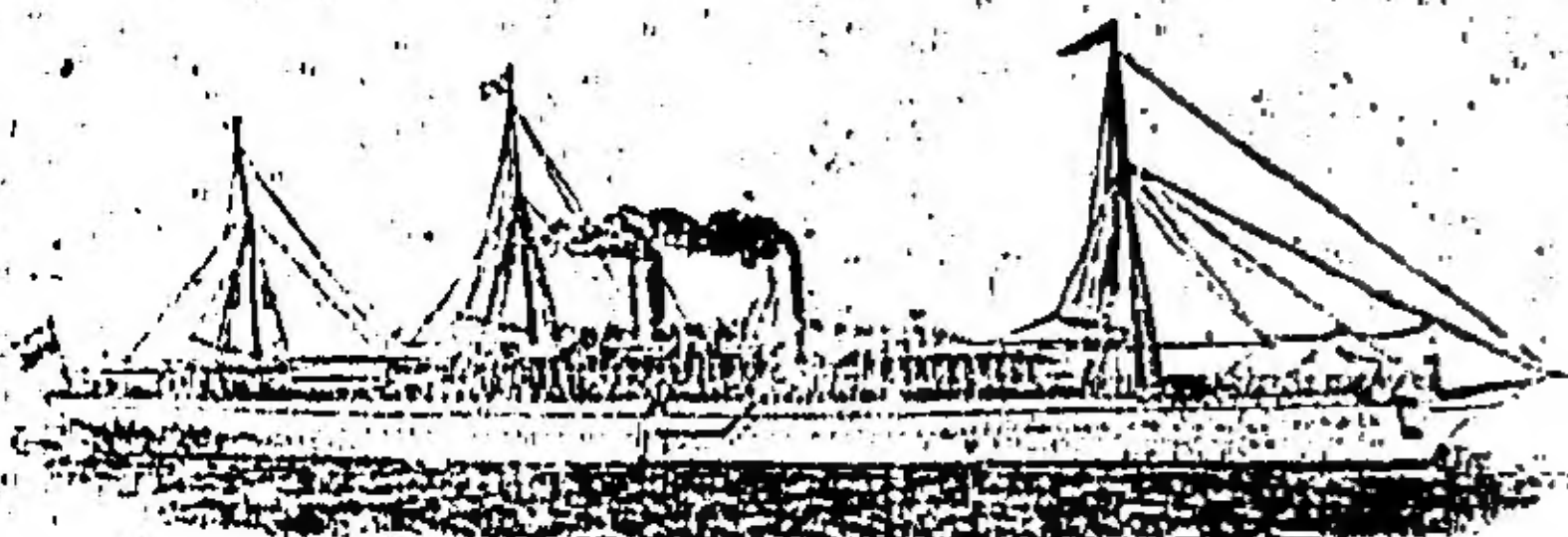
Hongkong, 1st October, 1908. [195]

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SHANGHAI, SWATOW & NINGPO, HANGSANG	"SUNDAY"	SUNDAY, 1st Nov., Daylight
SHANGHAI	"HOPSANG"	TUESDAY, 3rd Nov., Noon
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HAIPHONG	"SINGAN"	31st " 8 A.M.
SHANGHAI	"CHENAM"	31st " 4 P.M.
MANILA	"FEAN"	3rd Nov., " "
CHIEFOO & TIENTSIN	"HUICHOW"	5th " " "
CEBU & ILOILO	"SUNGKIANG"	6th " " "
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"ASSAYE" Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 31st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Assaye*, 15,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped by Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. *Macedonia*, due in London on 12th December, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

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E. A. HEWETT, Superintendent.

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Operating at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. and TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
<i>Swanville</i>	6,232	Shotton	Nov. 19
<i>Kumneric</i>	6,232	Cowley	Dec. 17
<i>Inveric</i>	4,989	Boyd	Jan. 14
<i>Bovoric</i>	4,445	Mahie	Feb. 11

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.
Hongkong, 10th October, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. W. LUK.

"KWONG SAI" Capt. E. S. O'NEILL.

Leave Hongkong for Canton at 5 P.M. every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and SHU ON S.S. CO., LD.,

No. 4, Queen's Road West.

Hongkong, 1st July, 1907.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 30th instant, at 11 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAIRRAIK & CO., General Managers.

Hongkong, 29th October, 1908.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "PATHAN".....3rd Nov.

S.S. "WRAY CASTLE".....1st Dec.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 21st October, 1908.

HONGKONG, NEW YORK & BOSTON.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA

PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE".....Nov. 13.

to be followed by

S.S. "BRAEMAR".....On or about Nov. 20.

(for NEW YORK only).

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 22nd October, 1908.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 p.m. to 9.30 a.m. Every 10 minutes

9.30 a.m. to 11.00 a.m. Every 15 minutes

11.30 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 3.00 p.m. Every 15 minutes

3.30 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 8.00 p.m. Every 10 minutes

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes

9.00 a.m. to 9.30 a.m. Every 30 minutes

9.30 a.m. to 10.30 a.m. Every 15 minutes

10.30 a.m. to 11.00 a.m. Every 10 minutes

11.45 a.m. to 12.00 noon. Every 15 minutes

12.00 noon to 1.00 p.m. Every 10 minutes

1.00 p.m. to 2.00 p.m. Every 15 minutes

2.00 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 5.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES

FOR SALE.

12, D'ARQUILL STREET, HONGKONG.

Hongkong, 2nd September, 1907.

HONGKONG AVERAGE MARKET PRICES.

Corrected 23rd October, 1908, per 5 Mins.

BUTCHER MEAT.

Cents.

Beef—Prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chang

Bullock's Brains— " Know..... per set

" Tongue fresh—Ngau Li..... each

" " corned—Ham Ngau Li.....

" Head—Ngau Tau

" Heart—Ngau Sum..... per lb

" Hump, Salt—Ngau Kia..... each

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To.....

Calves' Head and Feet—Ngau-chai-tau-keok..... set

Mutton Chop—Yeung Pai Kwat..... lb

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chlings—Chi cheong..... per set

" Brains—Chi Kwau..... per set

" Feet—Chi Keok

" Fry—Chi Chak

"

